



**COLORADO ASSOCIATION OF
PROFESSIONAL DRIVERS, INC.**

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QA-21503

MICHAEL D. COLINS
PRESIDENT AND CEO
OCTOBER 24, 1996

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P2: 49

ADMINISTRATION

DOCKET CLERK
ATTN: FHWA DOCKET NO. 96-28
FHWA ROOM 44232
400 SEVENTH ST., SW
WASHINGTON, DC 20590

FHWA-97-2350-49

To WHOM IT MAY CONCERN:

I WOULD LIKE TO SHARE SOME OF MY THOUGHTS ON YOUR SURVEY.

CONCERNING HOURS OF SERVICE IT IS MY OPINION THAT IT WOULD GREATLY SIMPLIFY MATTERS IF DRIVERS WERE ALLOWED 60 HOURS DRIVING TIME BETWEEN 24 HOURS OFF DUTY. FOR EXAMPLE A DRIVER GOES OFF DUTY AT HIS HOME TERMINAL FOR 24 HOURS GOES BACK ON DUTY AND HAS A NEW 60 HOUR ALLOTMENT OF DRIVING TIME UNTIL HIS NEXT 24 HOUR REST. THE WAY THE SYSTEM WORKS NOW IT FORCES A RESTED DRIVER TO SIT UNTIL MIDNIGHT IN ORDER TO GAIN HOURS OR TO RUN ILLEGALLY. IT IS FAR EASIER TO PLAN A 24 HOUR BREAK AND IT WOULD ALSO ENCOURAGE BETTER TRIP PLANNING WITH FAR LESS STRESS AND FORCED SLEEP DEPRIVATION.

CONCERNING LOADING, UNLOADING AND LUMPING EVERY MEANS AVAILABLE SHOULD BE USED TO ENCOURAGE TIMELY AND EFFICIENT LOADING AND UNLOADING WITH SEVERE PENALTIES INCURRED BY SHIPPERS AND RECEIVERS AND PAYED TO THE DRIVER AND TRUCK OWNER. ALL RESPONSIBILITY AND EXPENSE FOR UNLOADING SHOULD REST WITH THE RECEIVER, SHIPPER LOAD- RECEIVER UNLOAD, SHIPPER LOAD, COUNT AND SEAL. RECEIVER UNSEAL) UNLOAD AND COUNT, DRIVER GOES OFF DUTY. THERE ARE MANY WIDE SPREAD ABUSES AT MANY RECEIVER LOCATIONS ESPECIALLY GROCERY WAREHOUSES. AFTER MEETING VERY UNREALISTIC DELIVERY SCHEDULES AND THE DRIVER BEING THOROUGHLY EXHAUSTED HE IS

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FORCED TO NEGOTIATE WITH A LUMPER AND MAKE THE NECESSARY ARRANGEMENTS FOR PAYMENT. IF A SHIPPER IS REQUIRED TO LOAD SECURE AND SEAL THE TRAILER HE IS TAKING RESPONSIBILITY FOR THE LOAD COUNT AND THEREFORE RELIEVING THE DRIVER FROM COUNTING THE CC'NTENTS. THE LEGAL ASPECTS OF DOCK PILFERAGE SHOULD REST SOLELY ON THE RECEIVER AND NOT BE THE RESPONSIBILITY OF THE DRIVER TO POLICE.

CONCERNING BOBTAILING TO ANY LOCATION I CONSIDER HAVING TO RECORD THIS AS ON DUTY TIME AS ILLOGICAL AS REQUIRING A PERSON TO LOG HIS DRIVING TIME IN A PRIVATE VEHICLE. THERE ARE NO LAWS PREVENTING A PERSON FROM DRIVING TEN HOURS IN A COMMERCIAL VEHICLE AND GETTING OUT OF THE TRUCK AND DRIVING TO HIS OR HER HOUSE IN A PRIVATELY OWNED VEHICLE.

I REGRET THAT I DO NOT POSSESS A COMPLETE SURVEY BUT I DO HOPE THAT WHAT I HAVE CONTRIBUTED WILL BE USEFUL.

SINCERELY,

M.D. (Mike) COLLINS

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